



THE COAST GUARD RESERVIST

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THE ADMIRAL'S CORNER



As our country prepares to enter its third century of progress and the Coast Guard its 186th year, members of the Reserve face a variety of new and important roles.

Augmentation and the advent of an all volunteer service create special demands which must be addressed by the Reserve officer corps. The talent and dedication of our officers will play a large part in the continued development and success of the program.

Formal training activities have been directed primarily toward enlisted reservists in recent years. Limited budget dollars have necessitated that training funds be utilized in a way that benefited the greatest possible number of reservists. Officers need additional training support, and strengthening their management skills will be a major goal during the bicentennial year.

Specifically, I challenge Reserve officers to improve their skills in these areas. 1) Improve two-way communications with the enlisted personnel they serve with. 2) Improve utilization of inactive duty drill time. There is no time in today's Coast Guard for prolonged lunch hours, "administrative" breaks to watch sports events, or prolonged coffee breaks. 3) Work to improve job satisfaction and career opportunities for those junior to you. This includes finding meaningful augmentation oppor-

tunities for all of the enlisted people under your control.

Elsewhere in this issue of the RESERVIST you will find an article containing questions frequently addressed to Headquarters personnel by direct petty officers. Many of these questions could have been answered at the unit level if real communication had been going on.

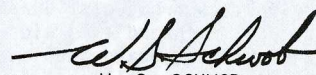
Is your unit really snowed under by paperwork or is efficient utilization of time the real problem? Have YN and SK personnel had an opportunity to augment either during inactive duty or while on active duty for training? It is possible to give them a share of the action.

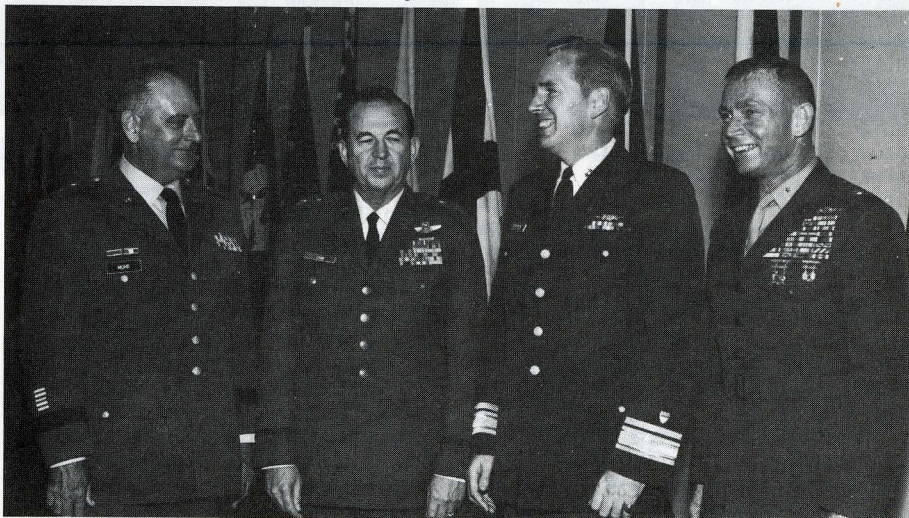
Beginning with a seminar to be held at the Reserve Training Center in Yorktown in August, an officer training program entitled "Managing for Motivation" will be introduced. One reserve officer from each district will attend the seminar and then conduct seminars for other officers at the local level during

the Winter and Spring. This program is especially suited to giving officers additional skills in two-way communication, and our goal is to have 262 complete the program by 1 July 1976. Leadership curricula utilized in the two week ADT schools are constantly being revised to reflect current thinking.

My staff here at Headquarters is currently working on several projects designed to reduce the volume of paperwork you must process. However, until these new management systems can be implemented, your effective management of unit affairs will be especially important.

Your suggestions concerning areas in which management of the Reserve program can be improved are encouraged. Your efforts in achieving the goals outlined above will help strengthen the program.


W. S. SCHWOB



Reserve Chiefs (from left) MG Henry Mohr, Chief, Army Reserve; MG William Lyon, Chief, AF Reserve; and RADM William Schwob, Chief, USCGR discuss reserve affairs with BG Paul Kelley, C.O., USMC Development Education Command, Quantico, VA, at the ROA National Convention in San Diego, CA in June 1975.

HQ Answers Direct PO Advancement Questions

Direct petty officers often ask Headquarters' representatives a variety of questions concerning their status in the Coast Guard Reserve. The responses concerning advancement provided below apply ONLY to direct petty officers although the information may be of interest to all reservists.

Q *What Commandant Notice or Instruction governs what I have to do to stay in the Selected Reserve and earn permanent status?*

A COMDTNOTE 1414 of 8 April 1975.

Q *Why have there been so many changes in the direct petty officer program since it was introduced in the fall of 1972?*

A The enlistment of direct petty officers in pay grades E-4 through E-6 was begun before an adequate training program could be developed. We soon discovered that direct petty officers could not qualify for permanent status in the time originally allowed and that there was need for additional rating-related training to help such reservists qualify for permanent status. In addition, the program as originally set up created a variety of administrative problems. The changes were made in an effort to give all direct

petty officers an equitable chance to qualify for permanent status and to eliminate administrative problems.

Q *If I am a provisional E-5 or E-6 petty officer and I go to VN basic or SK basic ADT school, why must I complete the E-4 correspondence course in order to qualify for permanent status?*

A The correspondence course includes information not covered in the two-week ADT school. Also, taking the end of course test will give you valuable practice in preparing for the servicewide examination.

Q *I am a provisional E-6. I know that I only must complete the E-4 correspondence course. Would I have a better chance of passing the SWE if I were to complete the E-5 and E-6 courses?*

A Obviously the more exposure you get to information about your rating the better your chances will be of passing the service-wide exam. Another resource you should look at to get an idea of what to study is that section of the Enlisted Ratings Qualifications Manual, CG-311, listing the practical and exam factors for your rating.

see Q and A, page 4

Six Reservists Score High On April Servicewide

Six Coast Guard reservists have been recognized for outstanding performance on the April 1975 Servicewide Examination.

The six high scorers, among 724 reservists who participated in the April exam, each received a letter commending them for obtaining a score of 100 or better.

The top two scores were achieved on Hospital Corpsman tests -- one for Second Class and the other for Chief Petty Officer. Two other top scores came on the Port Securityman Third Class exam.

The remaining two high scores were earned on the Yeoman First Class test and on the Boatswain's Mate Second Class exam.

The test's highest score was earned by SK2 Guy L. THRO of Coast Guard Reserve Unit Stockton (CA) who had 112 on the HM2 test. He is preparing for a lateral change to that rate and was commended for his efforts and initiative. HM1 James S. DUBELL of CGRU Duluth (MN) had a score of 107 on the HMC exam.

The high scorers on the PS3 test were YN3 Dennis J. SCOTTI of CGRU Rockaway (NJ) with 106 and SN Stephen P. WALTERS of CGRU Bakersfield (CA) with 100.

YN1 Diane WALKER of CGRU Charleston (WV) earned a 105 score on the YN1 exam and GM2 Thorstein B. SABO of CGRU Portland (OR) achieved 100 on the BM2 exam.

Petty Officers SCOTTI and SABO are both preparing for lateral changes to their new rating -- PS3 and BM2 respectively.

Petty Officer WALKER is one of the first women to complete the requirements for the permanent YN1 rating, and she did so in less than one and one-half years -- under half the time required.

Enlisted as a Seaman Apprentice on 24 January 1974, she was immediately advanced to provisional petty officer first class. She was required to take the YN1 correspondence course, attend REBI school, and compete successfully in the First Class SWE in order to become a permanent First Class Petty Officer.

CGRU Richmond Helps Fight Tank Farm

Reservists from Coast Guard Reserve Unit Richmond (VA) aided the Regular Coast Guard and local authorities in controlling a tank farm fire on 26 June 1975.

Seven reservists contributed 64 man-hours in fighting the Richmond fire which started around midnight Wednesday, 25 June and closed portions of Interstate Highway 95 on Thursday before being brought under control.

Participating reservists were LCDR E.W. CORBETT, commanding officer of the unit, F1C F.W. ENROUGH, MK2 J.V. FORD, QM3 D.A. WATKINS, and a boat crew composed of unit members BMC W.D. NEMETH, RD2 J.J. BOWLES, III, and MK2 R.C. WADKINS.

Marine Safety Office Hampton (VA), notified of the fire about 0700 Thursday morning, sent two Regular Coast Guard investigators to Richmond by helicopter. En route they communicated with LCDR CORBETT, who ordered unit reservists to clear a landing area for

the helicopter at the Richmond Naval Reserve Training Center.

The Reserve boat crew was ready when the investigators arrived and transported them to the scene of the fire. Reservists made arrangements with the Navy and the Air National Guard to haul necessary light water and foam to the area.

Unit members monitored the fire until 2030 that evening when it was considered to be out. The following day they assessed the pollution potential and determined that no problem existed.

The reservists were responsible for liaison, communications, monitoring, and reporting. LCDR CORBETT had just completed active duty for training at MSO Hampton. The communications alerting procedure he had developed proved to be of great assistance in rapidly contacting reservists during this emergency.

Command Change, WTR Conversion Held at RTC

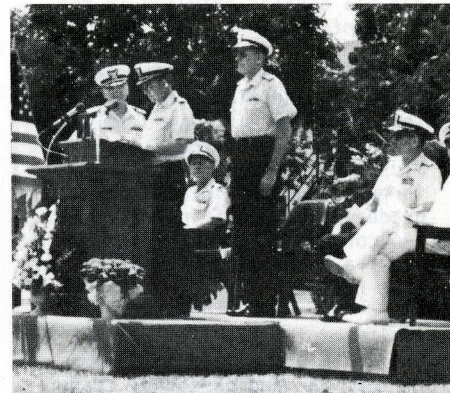


Reserve Training Center Yorktown (VA) was the site of three ceremonies on 27 June 1975 -- the redesignation of Coast Guard Cutter RELIANCE from a Medium Endurance Cutter to a Reserve Training vessel, the RTC Yorktown change-of-command ceremony, and the retirement of CAPT Leslie D. HIGH, who was commanding officer of the training center.

CDR Joseph H. WUBBOLD, III, commanding officer of RELIANCE, con-

ducted the redesignation ceremony on the 210-foot cutter (*upper left*). Behind him are his executive officer, LCDR Arnold H. LITTEKEN, and representatives of the ship's company.

Among the guests (*lower left*) were RADM J.E. JOHANSEN, Commander, Fifth Coast Guard District; Mrs. Johansen; RADM R.W. DURFEY, Chief, Office of Personnel; Mrs. Durfey; Mrs. Schwob; RADM W.S. SCHWOB, Chief, Office of Reserve; and CAPT and Mrs.



HIGH.

In the change-of-command ceremonies held on the RTC parade ground following the conversion, CAPT Robert T. GETMAN relieved CAPT HIGH as RTC commanding officer (*upper right*) while RADMs JOHANSEN, SCHWOB (*standing*), and DURFEY looked on.

Then CAPT HIGH made his final remarks (*lower right*) as he retired from the Coast Guard after 29 years of commissioned service.



Recent Change Updates Letter

COMDT (G-R/81) ltr 1020 of 13 June 1975 furnished Coast Guard Reserve units a guide for administration, uniform requirements, and personal appearance of women on inactive duty. In order to be consistent with governing directives in effect at the time this letter was disseminated and to provide advance notice of more recent changes, the following update is furnished:

On page 4 of the enclosure to the above letter the 2nd and 3rd sentences of paragraph 3.c. should read: "The shield shall

be centered on the outer side of the right sleeve between the front and back creases and midway between the sleeve end and elbow. The rating badge shall be centered on the outside of the left sleeve midway between the front and back creases and midway between the shoulder and elbow." The 4th sentence of this same paragraph should read: "For Service Dress Light Blue and Tropical Uniforms, rated personnel will use Coast Guard collar devices in lieu of rating badges and shields. Non-rated personnel will wear no collar insignia,

rating badge, or shield." Remaining sentences in this paragraph are no longer applicable.

Explosives Loading School Details

COMDTNOTE 1500 of 20 MAY 75 announced the fall schedule for the Explosives Loading Supervisors school at PSS Concord, CA. Reporting dates are 7 SEP, 5 OCT, and 2 NOV 75.

Reservists will attend an accelerated course, completing it in 13 days. Interested persons should check the Notice for information on berthing limitations at PSS Concord.

Q and A, from page 2

Q OK, then why weren't the E-5 and E-6 courses required in the first place?

A Primarily as a recruiting incentive. In addition, it was felt that with the civilian skills you brought with you, the E-4 course plus the practical factors through your provisional pay grade would be sufficient. The E-4 correspondence course provides a broad-based introduction to a rating.

Q If I want to take the optional E-5 and E-6 courses, do I have to take the end-of-course tests?

A No. However, you are encouraged to take the end-of-course test to gain the experience and to get an idea of how well you remember the information in the correspondence course. You may return the course materials together with a letter requesting that you be disenrolled from a course after you have completed the lessons. Remember, you may only enroll in one Coast Guard Institute course at a time. You do not earn retirement points for Coast Guard Institute courses for which you have not passed the end-of-course test.

Q Are you still enlisting direct petty officers?

A Yes, but only at pay grade E-4. The needs of the service have changed and we have also found that reservists in provisional pay grades E-5 and E-6 have had a great deal of difficulty in qualifying for permanent status.

Q When I enlisted only the YN and SK ratings were open to me. I would rather be in another

rating. Can I lateral to a different specialty?

A Yes, provided that (a) you are a permanent petty officer and (b) the rating you desire to switch to is not overpopulated. COMDTNOTE 1414 of 8 April 1975 and the Admin Manual for USCGR, CG-296 (Section 6-10) provides additional details.

Q Why do I have to be a permanent petty officer before I can apply for a lateral change in rating?

A To protect your qualification to continue to participate in a pay billet while you prepare to lateral to your new rating. If you were authorized to prepare for a lateral change while still in a provisional status, you would only have one chance to qualify in the servicewide exam in your new rating prior to 1 July 1976—the date by which most direct petty officers must qualify for permanent status.

Q When I joined the Coast Guard Reserve, I thought I was going to be able to work with active people in Coast Guard missions. Instead I end up at my Reserve unit every month pushing paper. Furthermore, the paperwork procedures I follow at the Reserve unit aren't the same as the ones I am tested on in the service-wide exam. Why can't I augment the Regulars?

A If you are a YN or SK you are probably aware of the administrative workload at your Reserve unit. In addition, many active duty administrative offices are normally closed on weekends. Your first two periods of active duty for training were probably spent attending REBI and basic

rating-related schools so you were not able to augment then. Your desire to augment is appreciated and this month's Admiral's Corner on page 1 challenges your Reserve unit officers to find ways to get you involved in a greater variety of activities.

Q I am a direct SNYN. What do I have to do now to become a permanent VN3?

A Yours is a special situation and you should write Commandant (G-RT/81) via the chain of command to have your status clarified. In the meantime, you should complete REBI and the E-4 correspondence course for your rating or attend YN basic ADT school to ensure continued participation in the Selected Reserve.

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All photographs are official Coast Guard material unless otherwise designated.

Members of the Coast Guard Reserve are invited to submit articles of interest to the Editor of RESERVIST for possible publication.

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